

March 15.

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Sch. Reliance, 3500 haddock, 1200 cod, 1000 cusk.
 Sch. Mary B. Greer, 4000 haddock, 3000 cod, 1000 hake, 2000 pollock.
 Sch. Mary E. Cooney, 10,000 haddock.
 Sch. Mary Edith, 9000 haddock, 2000 cod.
 Sch. George H. Lube, 9000 haddock, 2000 cod, 3000 cusk.
 Sch. Nautilus, 3000 cod.
 Sch. Priscilla, 7000 cod.
 Sch. Richard J. Nunan, 3500 haddock, 1000 cod, 3500 hake, 6000 cusk.
 Sch. Nettie Franklin, 13,000 haddock, 1200 cod.
 Sch. Athena.
 Sch. Thomas J. Carroll, 10,000 haddock, 1000 cod, 1500 hake.
 Sch. Sylvia M. Nunan, 8000 haddock, 2000 cod, 9000 hake.
 Sch. Olive F. Hutchins, 9000 haddock, 1500 cod.
 Sch. Mary T. Fallon, 10,000 haddock, 4000 cod, 1000 hake.
 Sch. Ida S. Brooks, 12,000 haddock, 1000 cod, 500 hake.
 Sch. Galatea, 8000 haddock, 4000 cod, 4000 hake, 5000 cusk.
 Sch. Rebecca, 2000 haddock, 1000 cod.
 Sch. Mary Emerson, 2000 cod.
 Sch. Matiana, 7000 haddock, 5000 cod, 500 hake, 4000 cusk.
 Sch. Genesta, 15,000 haddock, 1500 cod, 2500 hake.
 Sch. Thomas Brundage, 4500 haddock, 1000 cod, 1000 cusk.
 Sch. Cherokee, 2500 cod.
 Sch. On Time, 5000 cod.
 Sch. George E. Lane, Jr., 5000 haddock, 2000 cod.
 Sch. Esther Gray, 4000 cod.
 Haddock, \$3 per cwt.; large cod, \$3.50 to \$4; market cod, \$2.50 to \$3; cusk, \$2; hake, \$4 to \$5; pollock, \$3.25.

Portland Arrivals.

The following vessels were at Portland Friday with fares of fresh fish:
 Sch. Etta B., 3000 pounds.
 Steamer Elthier, 1500 pounds.
 Sch. Mincola, 5000 pounds.

March 16.

FISHERY DANGERS ON THE BANKS.

French Fleet Suffers
 Because of Inferior
 Type of Vessels.

Stray Fishermen Often
 Rescued After Terrible Suffering.

In speaking of the dangers of fishing on the Banks and losses and rescues, the New York Shipping Illustrated says:

"The French fishing fleets on the Banks of Newfoundland perhaps more often come to grief than do those of their rivals; and this may perhaps be accounted for in part by the inferior type of vessel used for the purpose under the tricolor of France. In 1907 not fewer than 10 vessels and 250 men of the French fishing fleet of St. Pierre, Miquelon, the little French archipelago to the south of Newfoundland, disappeared as utterly as though they had never been; and the terrible Galveston hurricane, which laid waste that city in 1900, accounted for about 22 vessels and 300 men of the French fishing fleet as it passed over the Grand Banks along the parabolic track often adopted by this class of meteor as may be seen by reference to any of the monthly pilot charts of America, England and Germany. These, however, are exceptional losses, and Gloucester, Mass., has suffered severely in a similar way not infrequently.

"Individual loss of life is great in proportion to the number of men employed, and this kind of casualty is usually due to the fact that the dories get separated from their parent ships during foggy weather. The crew of a fishing vessel of the Grand Banks put out from the ships in small boats known as dories, each containing a couple of men for the purpose of letting down their baited hooks into the sea in the accepted way, and a certain percentage of them are never heard of again, while a still smaller number are picked up by some passing vessel after having suffered terribly from thirst, hunger, cold and exposure. Sometimes the castaways are frostbitten, sometimes they are insane, and sometimes at almost their

last gasp, when rescued by some friendly hand.

"In the winter of 1874, a well-known shipmaster, who sailed out of New York for several years, was mate of a national line steamer crossing the Banks to the westward in heavy weather. A quartermaster brought him a mug of hot coffee up on to the bridge, he put his head out of the noise of the wind to drink, and suddenly he seemed to hear a faint scream from the sea. It sounded so human that he stopped the ship. The captain came up; blue lights were burned, although no one on deck had heard anything in the nature of a cry for help; and after about 20 minutes delay a small boat was made out by one of the crew who possessed especially good eyesight.

"The big liner was manoeuvred to get the dory under her lee, and two castaways, apparently dead, were stretched out in the bottom of the frail craft. Some volunteers of the liner's crew at once jumped into the dory and she was hoisted on deck with the insensible men, who were able to relate their experience only after being three hours under the doctor's hands. They belonged to a Gloucester schooner, but had got adrift in the usual way, made use of a bucket for a sea anchor, and had been seven days and eight nights without either food or drink other than a little rain water, caught during a passing squall.

"A sailing vessel by day, and a steamer by night, had been previously sighted, but the men had not any means of signalling, and both vessels were very far away from the dory, which would be hidden from them. Just as the angel of death appeared to be within measureable distance of the twain, the national line steamer hove in sight, making a direct course for them, the men put all their strength into a united cry for aid, and fell back unconscious into the bottom of the dory."

March 16.

GOOD FARES AT BOSTON. But Amount of Fish Not Equal to the Demand.

There is quite a quantity of fish at T wharf, Boston, this morning, 28 vessels being in, eight of them being off shore craft, all with nice fares. The catches of the boats do not show any improvement over those of the past week, while the big fellows have a preponderance of codfish, shoving the price of that staple down quite a bit.

The big halibut fare of sch. Monitor was the talk of the wharf all the morning and Capt. McKay was congratulated on all sides on his good fortune.

Another fare there, that of sch. Catherine and Ellen, was out of the ordinary run, for instead of being the usual run of haddock and cod mostly with a few hake and cusk, it was about all hake, 7000 pounds, with quite a bunch of cusk and only a handful of cod and haddock showing that she had been fishing on far different grounds than the rest of the fleet.

Quite a number of the little boats arrived from over off Plymouth way, but they had small fares, 3000 pounds being their limit.

Of the shore boats a few had over 15,000 pounds or over, the majority having in the vicinity of 10,000 pounds, and this too, to show for two and three days fishing.

Some of the Provincetown craft which fish down back of Cape Cod had fair sized trips, but have been quite a long while getting them.

Of the off shore trips, sch. Catherine and Ellen was high, with 93,000 pounds. The others were as follows: Sch. Muriel, 60,000 pounds; sch. Lizzie M. Stanley, 50,000 pounds; sch. Vanessa, 50,000 pounds; sch. Conquerer, 50,000 pounds; sch. Manhasset, 53,000 pounds; sch. Mooganam, 52,000 pounds. All these crafts except sch. Catherine and Ellen had from 25,000 to 40,000 pounds of cod, but even these goodly amounts are not what the dealers are expecting, for knowing that cod had struck on the bank they were expecting a lot of the off shores to have from 50,000 to 70,000 pounds of these kind of fish. Either the weather is bad out there or the fish are not too plentiful.

Haddock are bringing \$3 to \$3.30, large cod \$2.25 to \$3.50, markets \$1.50 to \$2.75, hake \$2 to \$3.50 and cusk \$1.50.

All the off shore vessels and several of the market boats will get nice stocks.

Sailing Directions for St. Paul's Island.

The Hydrographic office sailing directions make these remarks in regard to the vicinity of St. Paul's island, the history of which is summarized on other pages of this paper:

"Notwithstanding the bold nature of this coast, wrecks have not been infrequent upon it in the dense fogs which accompany the easterly winds. They have generally occurred to vessels running and steering as they supposed, a safe course to pass St. Paul's island into the Gulf of St. Lawrence. Unaware of, or not allowing for, the current so frequently found running out of the gulf from the northward, and which had been acting upon their starboard bows for many hours, setting them many miles to the southwest of their reckoning, they ran on shore under full sail. On one occasion this current was found running out of the gulf for many successive hours at the rate of two knots from the north; at another time its rate was one knot from the northwest, and at a third it was imperceptible. After long-continued winds from the east or northeast, which raise the level of the water in the Bras d'Ore Lake and neighboring harbors, it is not unusual to find a current of one knot running for several successive days along the land from off St. Anne to near Cape North, where it meets the current out of the gulf and is turned to the east with a great rippling. The fishermen affirm that it as often runs in the opposite direction; and again, that at other times there is a regular alternation of the flood and ebb streams. These remarks are intended to show the inconsistent nature of these currents, and the consequent great care required for the safety of a vessel when approaching this neighborhood in the fogs which so often hide the lights on St. Paul's island."

HALIBUT FARE AT BOSTON.

Sch. Monitor Lands Largest Fare of the Season.

Sch. Monitor, Capt. John McKay, of this port is at Boston today with a fare of fresh halibut. The schooner has been out seven weeks, but Capt. McKay has something good to show for his long absence, for he has the largest halibut trip of the season, 55,000 pounds.

It is quite unusual for Capt. McKay to market his fare at Boston, but he probably knew that sch. Gladiator, also owned by Capt. Jerome McDonald, had left for home ahead of him with a generous sized fare, and would come here, so he made up his mind to split the supply and go to T wharf with his craft.

Sch. Monitor got up against the hardest kind of weather at the start of her trip. Soon after getting down on the banks, she ran into a gale and carried away her bobstay and some dories smashed, and sustained other damage. This necessitated her going to St. Pierre, Miquelon, the nearest port, for repairs, where Capt. McKay hurried things and was soon ready for sea once more. Then he dusted down to the southern edge of Grand Bank and struck fine fishing.

The trip will net a big stock and share, and will add greatly to Capt. McKay's good start for a fine season's work.

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The Seining Fleet.

Capt. Wallace Parsons will be here Thursday to fit sch. Ingomar for south seining.

Capt. Benjamin McGray will begin to fit sch. Marguerite Haskins for south seining next Monday.

Capt. John McInnis of sch. Aloha will be here tonight and will begin to get ready right away for south seining.

Whales on Middle Bank.

The market fishermen are sure that spring is really at hand, as one of their number, Capt. Matthew Greer of sch. Mary B. Greer, saw a school of whales on Middle bank Sunday.

Capt. Greer said that the big fellows were disporting themselves in great shape, as though evidently on their first outing of the season.

First Alewives of the Season.

Two barrels of alewives from Vineyard Haven reached T wharf yesterday, being the first of the season there. Spring is surely coming, as the alewife is to the fisherman a harbinger, as is the robin to the shore folks.

March 16.

MAINE FISHERIES.

Report of Commission for Past Two Years.

James Donohue, Commissioner of Sea and Shore Fisheries for the State of Maine, has just forwarded his report, covering the years 1907 and 1908, to Governor Cobb. The present and comparative value of the state of Maine of the sea and shore fisheries are given as follows: 1888, \$2,292,000; 1896, \$2,398,000; 1900, \$2,784,000; 1904, \$3,380,000; 1908, \$3,850,000.

The above is the value of the catch, and does not include the value of sardine canning factories or their products nor that of wharves, buildings, boats, gear, traps, etc. A very large sum is paid usually for labor in curing, packing, etc., which is not included. These figures are the value of the product as taken from the water by the fishermen. If all the above items were included, together with allied interests, the total value to the state of the fisheries and investments connected therewith would be approximately \$10,000,000.

Number of men employed, 11,662; number of persons dependent on this industry, practically 50,000; value of plants, boats, gear, etc., \$3,801,253.

The state of Maine ranks second among New England states in the total value of its fisheries, and first in the production of shellfish. The table of comparison of production in the state of Maine is interesting and instructive, but the real proposition is that today the sea and shore fisheries of Maine are among its most important industries and should be not only preserved and protected, but, if possible, increased in value by the enforcement of its present laws, and, where necessary, the passing and enforcement of additional laws which will safeguard the natural increase in production and value through the proper protection of the female and young.

While there may be different scientific and practical views as to the best methods to be adopted in particular cases, the views of the best informed men in reference to the two largest branches of this industry requiring protection—viz., the lobster and clam—seem to be in harmony, and there is apparently no question but what our present lobster law is correct not only in principle, but in practice.

At a meeting of all the commissioners of sea and shore fisheries for the New England states, held in the state house at Boston December 14, 1908, it was unanimously voted that each other commissioner should recommend to the legislature of his state and urge the adoption of the Maine law in reference to the legal size of a lobster and method of measurement.

The clam laws are not working satisfactorily and should be changed. After conference and correspondence with the heads of fisheries departments in the other New England states and representatives of the various branches of the fisheries in this state, I make the following recommendations and suggestions as to important changes which seem necessary in the present laws governing the fisheries.

Alewives.—Towns that have contrivance of fish should be obliged to provide suitable fishways in dams.

Clams.—Provision should be made, by leasing or otherwise, to prevent entire depletion of productive flats and provide for restocking and propagation of barren flats.

Dynamiting.—The law against dynamiting should be made as strong and as far-reaching as possible.

Herring.—There should be a uniform seining law in reference to wiers, adopting the present law west of White Head.

Lobsters.—A law should be passed requiring all persons engaged in the lobster industry to be licensed.

Groundfish.—This is one of the largest fisheries of the state and one in which a large number of our people are employed. It has not been necessary for the state to pass any general protective laws in reference to these deep-sea fish. The industry has heretofore taken care of itself. There are a few special laws well framed for their intended use. We know little of their habits. The supply on this coast continues about the same from year to year; there is comparatively slight variance, due largely to weather conditions and value of the fish market. The value of the industry to the fishermen of the state is approximately \$1,000,000 per year. This represents only the catch landed in the state and does not represent the catch taken by vessels from other states, especially Massachusetts, which in the aggregate would probably amount to about as much more.

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There is at present a special law prohibiting netting for codfish at the mouth of the Sheepscot river. The purpose of the law is to prevent the destruction of female cod, who school in large number going up the Sheepscot river to the spawning beds. For some unknown reason this locality seems to be the only known point where a large number of cod are collected at one time for this purpose.

Since the law was passed prohibiting the use of nets, the fishermen have continued to use trawls, in a measure this defeating the purpose of the protection intended; and I recommend an amendment to the present law which shall also prohibit the use of trawls within the same limits.

No Arrivals Here.

"Nothing doing in the line of arrivals" is the water front report here this morning. There is lots of work on vessels fitting out and getting ready for the season's fisheries, but incoming craft with fish fares are still few and far between. Since March 5 there have been but three arrivals here with fares of fish. They have got to come sometime, however, and when they do we will all forget about the dull spell in March.

March 16.

Today's Receipts.

Sch. Susan and Mary, via Boston.
Sch. Emily Cooney, via Boston.

Vessels Sailed.

Sch. Thalia, Georges.
Sch. Blanche, salt banking.
Sch. Bohemia, salt banking.
Sch. Emily Sears, shore.
Sch. Flora J. Sears, shore.
Sch. Edith Silveira, shore.
Sch. Viking, shore.
Sch. Maud F. Silva, shore.
Sch. Rena A. Percy, shore.
Sch. Flavilla, shore.
Sch. Ellen C. Burke, shore.
Sch. Massasoit, shore.
Sch. Dorothy, shore.
Sch. Emerald, Boston.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 10 cents per pound for white and 7 cents for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish. Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Schs. Fannie A. Smith and Queen of the Sea are on the Rocky Neck railways.

Sch. Smuggler of this port was reported at Lockeport, N. S., Thursday last.

The salt bankers Blanche and Bohemia sailed today practically making the whole of the trawl fleet now on the bank or on the way there.

Boston Arrivals.

Sch. Moanham, 20,000 haddock, 32,000 cod.

Sch. Seaconnet, 12,000 haddock, 1000 cod.

Sch. Emerald, 2000 haddock, 800 cod.

Sch. Two Sisters, 700 cod.

Sloop Reliance, 3000 cod.

Sch. Vanessa, 10,000 haddock, 40,000 cod.

Sch. Francis V. Sylvia, 10,000 haddock, 3000 cod, 7000 pollock.

Sch. Clara G. Silva, 6000 haddock, 2000 cod, 2000 hake.

Sch. Arbitrator, 18,000 haddock, 3000 cod.

Sch. Margaret Dillon, 10,000 haddock, 1500 cod, 2000 hake.

Sch. Mattakeset, 4500 haddock, 1000 cod.

Sch. Conqueror, 25,000 haddock, 25,000 cod.

Sch. Lizzie M. Stanley, 20,000 haddock, 30,000 cod.

Sch. Manhasset, 25,000 haddock, 28,000 cod.

Sch. Monitor, 40,000 halibut.

Sch. John M. Keen, 7000 haddock, 1500 cod, 1000 hake.

Sch. Catherine and Ellen, 4000 haddock, 5000 cod, 70,000 hake, 14,000 cusk.

Sch. Nettie, 2500 cod.

Sch. Liberty, 2000 cod.

Sch. Margaret S. McKenzie, 2500 cod.

Sch. William A. Morse, 10,000 haddock, 6000 cod, 3000 hake, 4000 pollock.

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Sch. Muriel, 28,000 haddock, 32,000 cod.

Sch. Yankee, 1000 haddock, 1000 cod.

Sch. Victor and Ethan, 13,000 haddock, 3000 cod.

Sch. Ethel B. Penney, 14,000 haddock, 2000 cod, 1000 hake.

Sch. Ida M. Silva, 2000 haddock, 2000 cod.

Sch. Ignatius Enos, 4000 cod.

Sch. Walter P. Goulart.

Haddock: \$3 to \$3.30 per cwt.; large cod, \$2.25 to \$3.50; market cod, \$1.50 to \$2.75; hake, \$2 to \$3.50; cusk, \$1.50.

Portland Arrivals.

The following vessels of the market fleet were at Portland Saturday with trips of fresh fish.

Steamer Elthier, 4000 pounds.

Sch. Etta B., 4000 pounds.

Sch. Fanny Reed, 4500 pounds.

Sch. Mary E. Sinnett, 3000 pounds.

Sloop Defender, 2000 pounds.

Sloop Poutoset, 1500 pounds.

Sloop Laconia, 3500 pounds.

At Portland Sunday were the following:

Sch. Mildred V. Nunan, 8000 pounds.

Sch. Albert W. Black, 9000 pounds.

Sch. Bernie and Bessie, 7000 pounds.

Sch. Fanny Hayden, 8000 pounds.

Sch. Island Gem, 2000 pounds.

Sch. Lizzie May, 3000 pounds.

Sch. Etta B., 3000 pounds.

Sloop William A. Morse.

Steamer Gladys, 5000 pounds.

Sloop A. P. Parkhurst, 2000 pounds.

Sloop St. Paul, 2500 pounds.

Sloop Minerva, 2000 pounds.

March 17.

HAGUE FISHERIES ARBITRATION.

Details of the Adjudication Proceedings

Being Rapidly Arranged.

Members of Court and American Counsel Have Been Chosen.

The following interesting statement on the North Atlantic coast fisheries arbitration has just been issued by the state department at Washington:

"The North Atlantic coast fisheries controversy between the United States and Great Britain is the first case to be referred to the permanent court at The Hague for arbitration under the general arbitration treaty between the United States and Great Britain, entered into on April 4, 1908, and pursuant to the terms of The Hague convention of 1907 for the pacific settlement of international disputes. The proceedings which have already been taken and are still to be taken in this case, therefore, will furnish a precedent for future arbitration proceedings in which the United States is concerned.

"The general arbitration treaty requires that in each case the parties shall conclude a special agreement defining clearly the matter in dispute, the scope of the powers of the arbitrators and the periods to be fixed for the formation of the arbitration tribunal and the several stages of procedure, which agreement is required to be made on the part of the United States by and with the advice and consent of the senate.

"The special agreement in this case, which was signed on January 27 last and confirmed by the senate on February 18 and formally ratified by both governments on March 4, fulfills these requirements by setting out first a series of seven questions to be answered by the tribunal, and provides that the tribunal shall be chosen in accordance with the provisions of article 45 of The Hague convention of October, 1907; and provides further that when not inconsistent with any particular provision of the special agreement the provisions of that convention shall govern the proceedings in this case. The remaining provisions of the special agreement relate to the presentation of the case and to the procedure before the tribunal.

Judges Who Will Comprise Court.

"The article of The Hague convention, in accordance with which the members of the court are to be chosen, requires that the court shall be composed of five members selected